

NUTS AND BOLTS

General Information

Built by:	James Rees and Sons, Pittsburgh, PA
Launched:	October 18, 1914
Original size:	157.5' x 36.0' x 5.0'
Present size:	200.0' x 46.0' x 5.2' (including stage and paddlewheel)
Engines:	16" bore x 6.5" stroke, Rees-built, over 100 years old
Boilers (construction):	Battery of 3 built by Nooter Corp., St. Louis, MO, 1967
Boilers (size):	56" x 28' x 38 fire tubes (maximum 200 psi)
Gross/net tonnage:	350 tons (cargo-carrying capacity of the hull)
Displacement tonnage:	860 tons (without passengers)
Fuel:	#4 fuel oil, 22,000 gallon maximum
Passengers allowed:	999 (1048 with crew)

Boiler Weights and Capacities

Battery (3 boilers):	51,000 lbs
Refractory:	78,700 lbs (brick work under flooring)
Casings, smoke box, wind box, structurals:	43,000 lbs
Water:	6,500 gals
Total Weight:	221,000 lbs or 110.5 tons
Heating Surface:	2425.88 sq ft
Boiling capacity:	8 gals per minute, 19,407 lbs steam/hour
Maximum pressure:	200 psi at 390 degrees F

Paddlewheel

Total weight:	17.5 tons
Planks:	32 white oak bucket planks (16 sections, 2 per section): 28 planks - 24' x 12" x 1.25", 4 planks - 24' x 12" x 2.25"
Wheel arms:	96 white oak wheel arms
Shaft, rings, and bolts:	Steel shaft, 12 rings, 192 bolts

Changes of Ownership

1914 - 1927	West Memphis Packet Co., Memphis, TN
1927 - 1928	Greater New Orleans Amusement Co., New Orleans, LA
1928 - 1947	New St. Louis and Calhoun Packet Co., St. Louis, MO
1947 - 1949	J. Herod Gorsage, Peoria, IL
1949 - 1962	Steamer Avalon, Incorporated, Cincinnati, OH
1962 - present	Jefferson County Fiscal Court, Louisville, KY

Changes of Name

1914 - 1948	Steamer Idlewild
1948 - 1962	Steamer Avalon
1962 - present	Steamer Belle of Louisville

GLOSSARY

BACK AROUND This is a wye turn, like backing into a driveway and pulling into the street in your family car.

BARGE A vessel designed to be towed by powered vessels. Towing on the Ohio is done by pushing. A group of barges is made into a solid fleet with wire cables. It is then called a tow.

BITTS A pair of upright steel tubes with a crossbar, used for tying lines. This is the most-used deck fitting on the Belle and it is in the center of the foredeck.

BOILER DECK The second deck of the boat. It is above the boilers. The ballroom is on the boiler deck. Generally, when a riverman speaks of the cabin he refers to the enclosed portion of the boiler deck.

BUCKET PLANKS The paddles of the paddlewheel.

CAPSTAN The spool-like, steam-powered winch on the head of the Belle. It is used for pulling lines.

FANTAIL The deck alongside the paddlewheel, supported by the cylinder timbers.

FIREBOX The boiler room is called the firebox. The place where the flames and hot gasses are generated is called either the furnace or the flame bed.

GUY Any line used to hold a boom or mast or smokestack firmly in place. The swing guys are used to swing the stage to the sides of the boat.

HANDY LINE A throwing line made of light, soft rope. It is used to reach distant shores and has a heavy knot called a monkey's fist on one end. We usually weave a heavy nut or an old pipe fitting into the monkey's fist to increase the weight.

HEAD The front end of the boat. Period. Our toilets are in the rest rooms.

HEAD LINE The first line run to shore when landing is the line from the head of the boat to a mooring ring or tree away out forward.

HURRICANE ROOF (Pronounced "hair'ick'n" on the river). The lowest of the various roofs, it is around the skylights. On the Belle, passengers may walk on it.

KEVEL An old term for a cleat. To a riverman, a cleat fits on a wall for tying clotheslines. A kevel is a deck fitting for heavy lines. It has two horns.

LAZY BENCH The bench in the pilot-house where everybody but the pilot sits.

LINES A real catchall word. Most anything that connects anything to anything is a line. A pipe is not a pipe; it is a water line or a steam line or what have you. A manila rope is a grass line or a rope line. A wire rope is a wire line. A head line runs forward from the head of the boat to a mooring. A spring line runs from the side of the head of the boat to

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